

BookletChart™

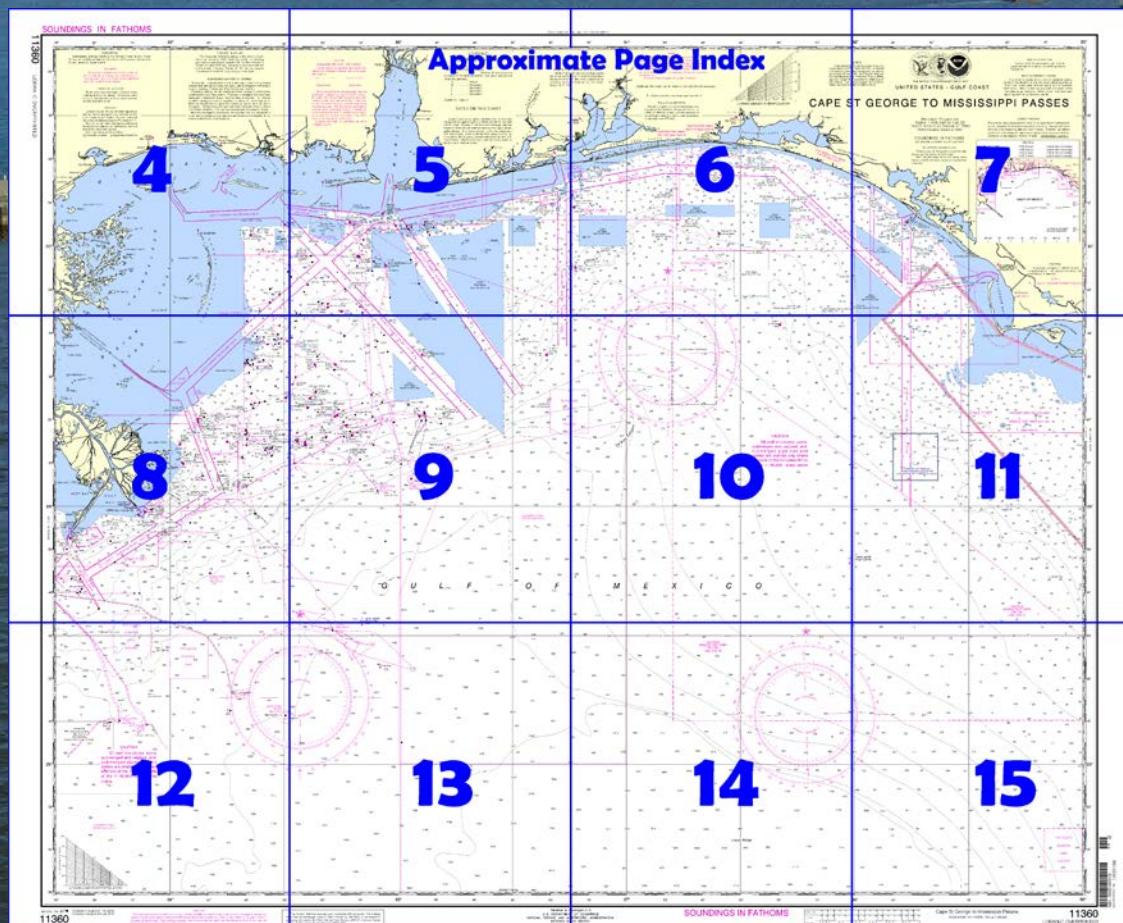
Cape St. George to Mississippi Passes NOAA Chart 11360



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

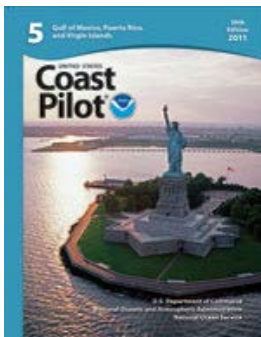
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11360>



[Coast Pilot 5, Chapter 9 excerpts]

A **danger zone** for a guided missile test operations area extends well offshore between Apalachee Bay and Choctawhatchee Bay. (See **334.720**, chapter 2, for limits and regulations.)

Caution.—Mariners engaged in bottom dragging operations are advised that the area between 29°23.5'N. and 29°50.5'N. and from 86°36.5'W. to 86°48.0'W., has previously been used for emergency release of munitions, and unexploded

munitions are lying on the bottom.

From Apalachee Bay to St. Andrew Bay, the 10-fathom curve extends as much as 19 miles offshore; shoals with as little as 3 feet over them

extend several miles from the E end of St. James Island, from Cape St. George, and from Cape San Blas. From St. Andrew Bay to Pensacola Bay the 10-fathom curve is close inshore and the beach is steep-to. The 10-fathom curve gradually extends farther offshore beyond Pensacola Bay until off Mobile Bay where it is about 11 miles offshore. There are numerous fish havens along this section of the coast. The coral formation which characterizes the coast from the Florida Keys to Apalachee Bay begins to give way in the vicinity of Cape St. George and Cape San Blas to the sand formation to the W.

Danger zones.—The **danger zones** of two Air Force proving grounds have been established in Santa Rosa Sound, The Narrows, and the Gulf. (See **334.710 and 334.730**, chapter 2, for limits and regulations.)

Unexploded ordnance lies on the bottom a mile offshore from Santa Rosa Island, about 8 miles W of Choctawhatchee Bay Entrance

Anchorage.—Vessels should anchor in the **South Pass Anchorage, NE of South Pass Light**. (See **166.100 through 166.200**, chapter 2.)

Shipping Safety Fairways.—Vessels should approach the **Mississippi River-Gulf Outlet Canal, Southwest Pass and South Pass (Mississippi River)** through the prescribed Safety Fairways. (See **166.100 through 166.200**, chapter 2.)

Caution.—The Coast Guard advises that because of constantly changing river stages mariners should carefully review and validate mast height data to assure adequate clearance under the bridges and overhead cables on the Lower Mississippi River. It is recommended that maximum vessel height be determined for various drafts and trim of the vessel and be kept readily available on the bridge of the vessel. Bridge clearance data for various river stages can be obtained from the Coast Guard.

Anchorage.—Vessels should anchor in Southwest Pass Anchorage SE of the entrance to Southwest Pass, South Pass Anchorage NE of the entrance to South Pass, or in the Mississippi River-Gulf Outlet Canal Fairway Anchorages E and N of Mississippi River-Gulf Outlet Approach Lighted Bell Buoy 2. (See **166.100 through 166.200**, chapter 2.)

In heavy weather craft in the vicinity of South Pass seek refuge in the pass. Vessels may anchor off South Pass and Southwest Pass as appropriate, weather permitting.

There are numerous designated anchorages on both sides of the river below New Orleans, and temporary anchorages may be prescribed by the Commander, Eighth Coast Guard District and published in the Local Notice to Mariners. (See **110.1 and 110.195**, chapter 2, for anchorage limits and regulations.)

Dangers.—An area bounded by latitude 28°20'N., to latitude 28°30'N., between longitude 88°50'W., and longitude 89°00'W., has been established as a dumping ground for ammunition and explosives.

A shoal with depths of 8 to 15 feet extends along the W side of the approach channel to Southwest Pass for about a mile beyond the end of the W jetty. The position of this shoal and its depths are rather constant except for changes during and after high-river stages in the spring.

A shoal with depths of 2 to 17 feet extends along the W side of the entrance to South Pass. Vessels should not close the passes before the pilot boards.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans

Commander

8th CG District (504) 589-6225

New Orleans, LA

Table of Selected Chart Notes

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

(Accurate location) (Approximate location)

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

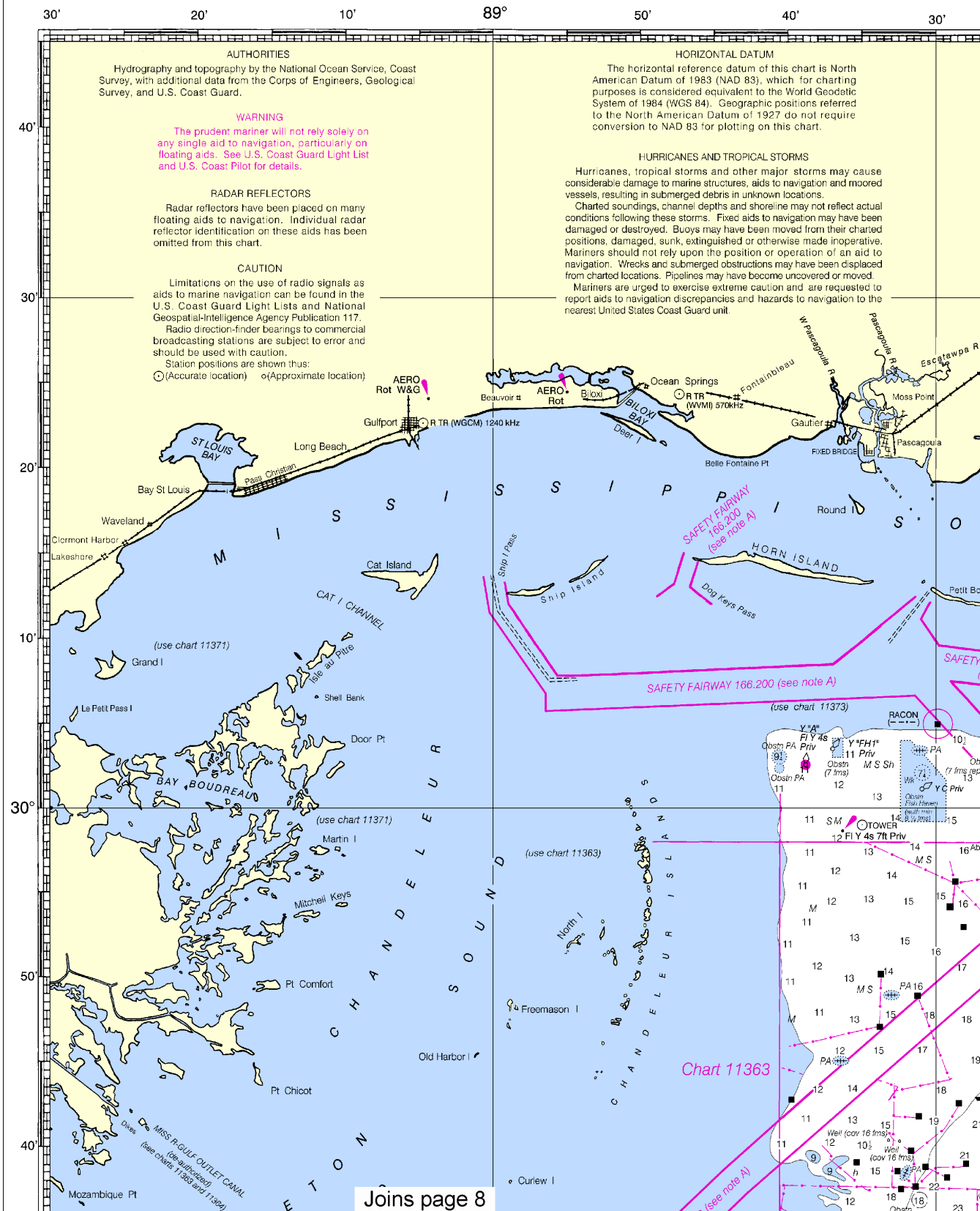
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

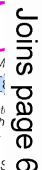
SOUNDINGS IN FATHOMS

11360



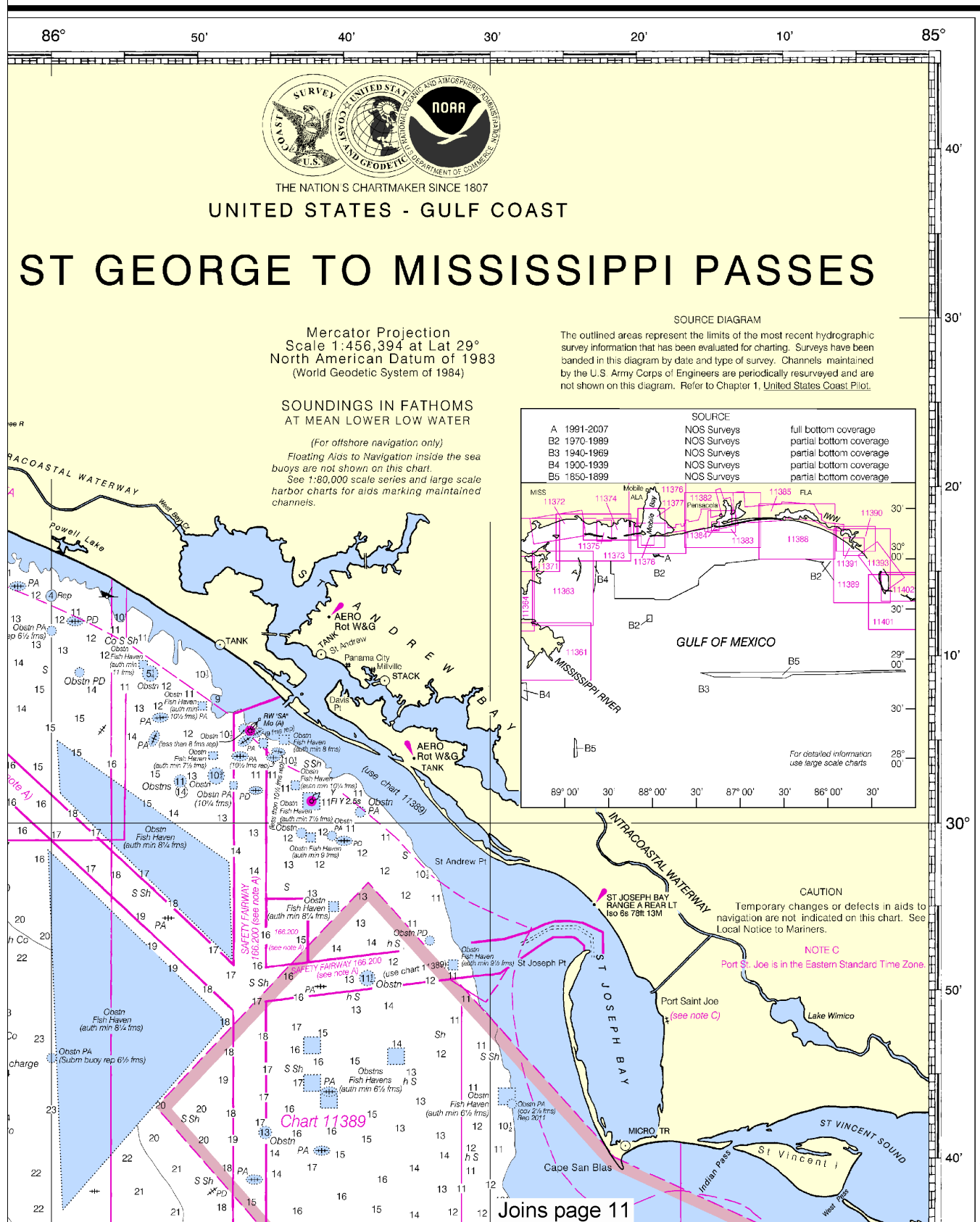
4

Note: Chart grid lines are aligned with true north.

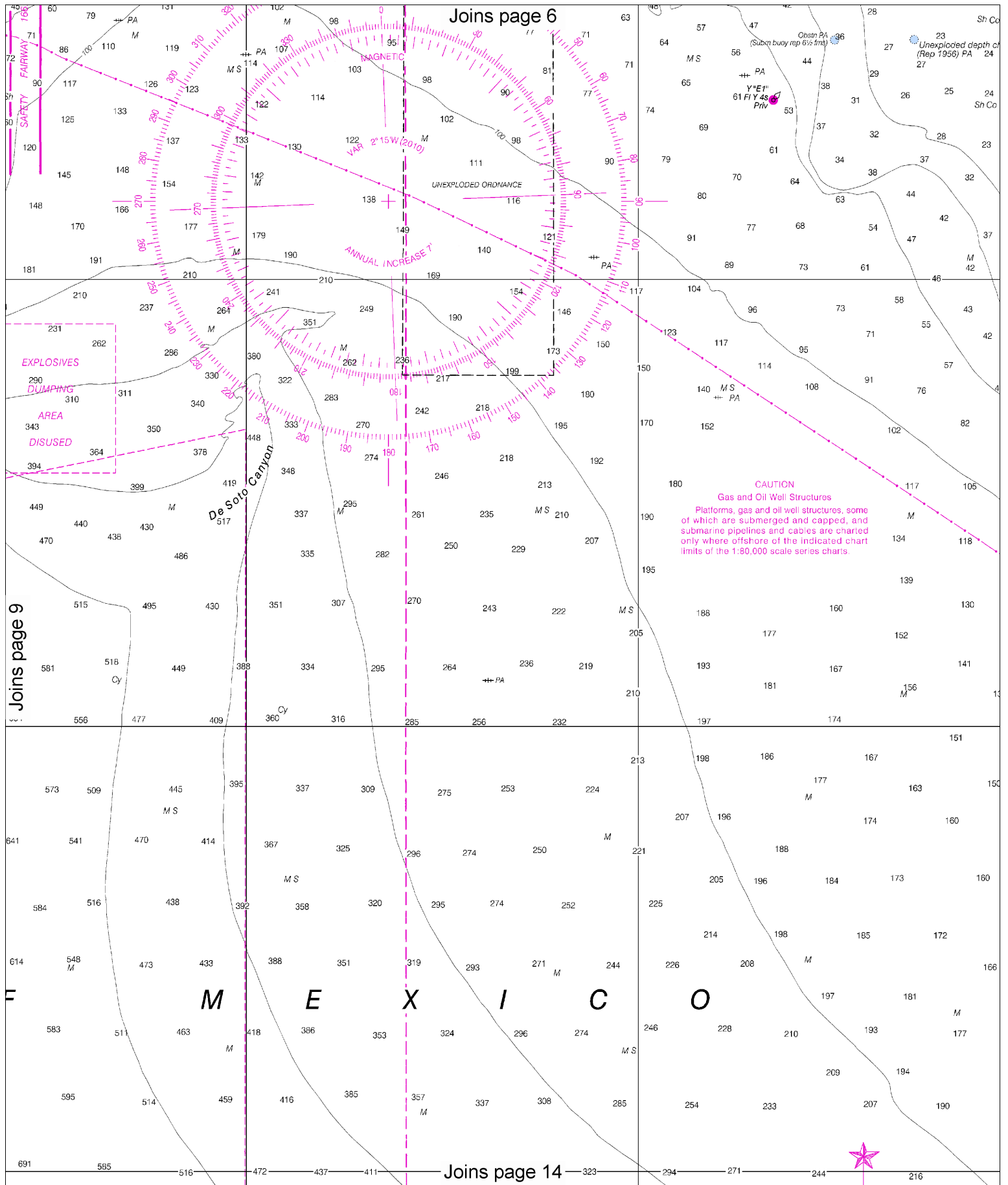


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Note: Chart grid lines are aligned with true north.

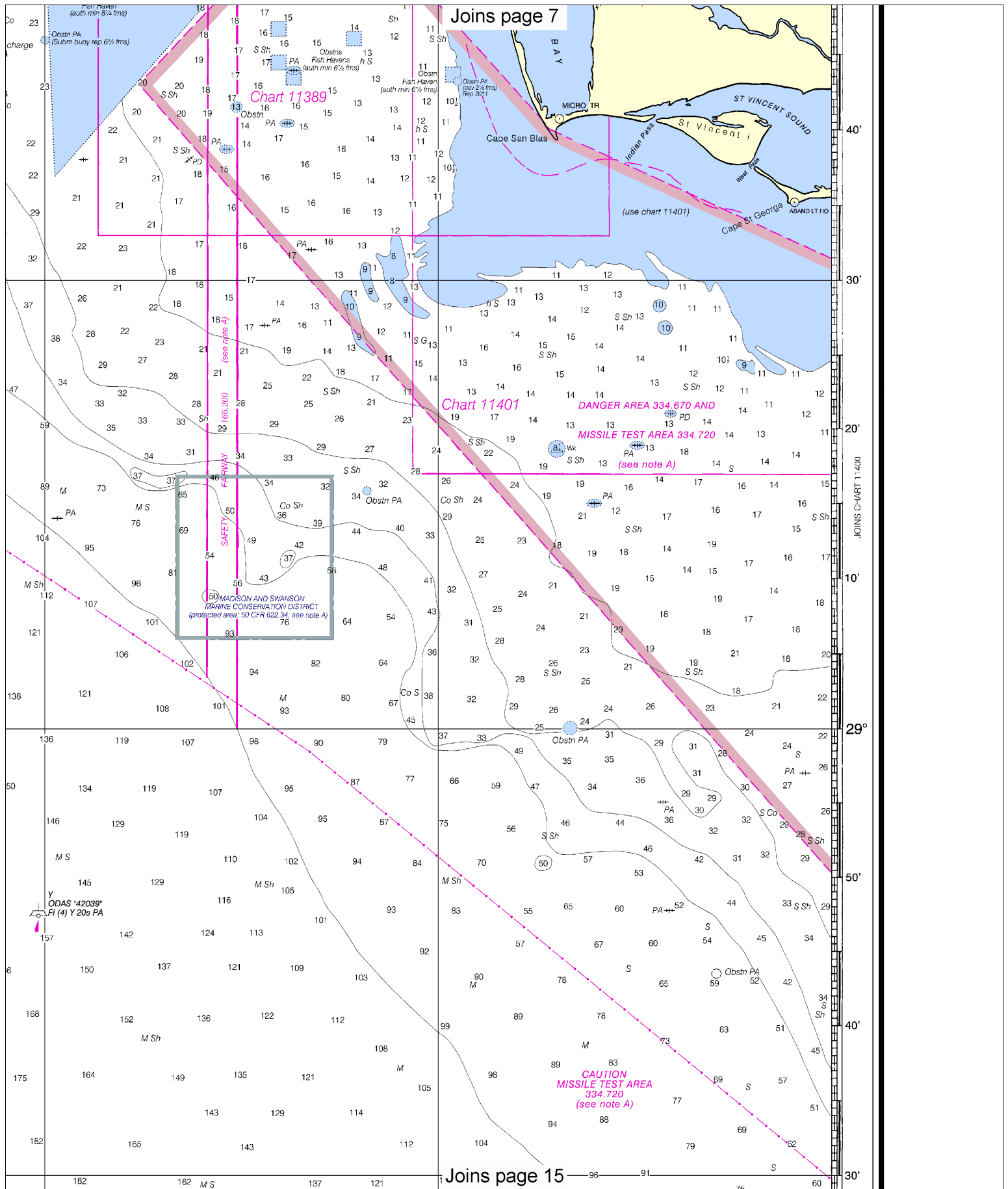


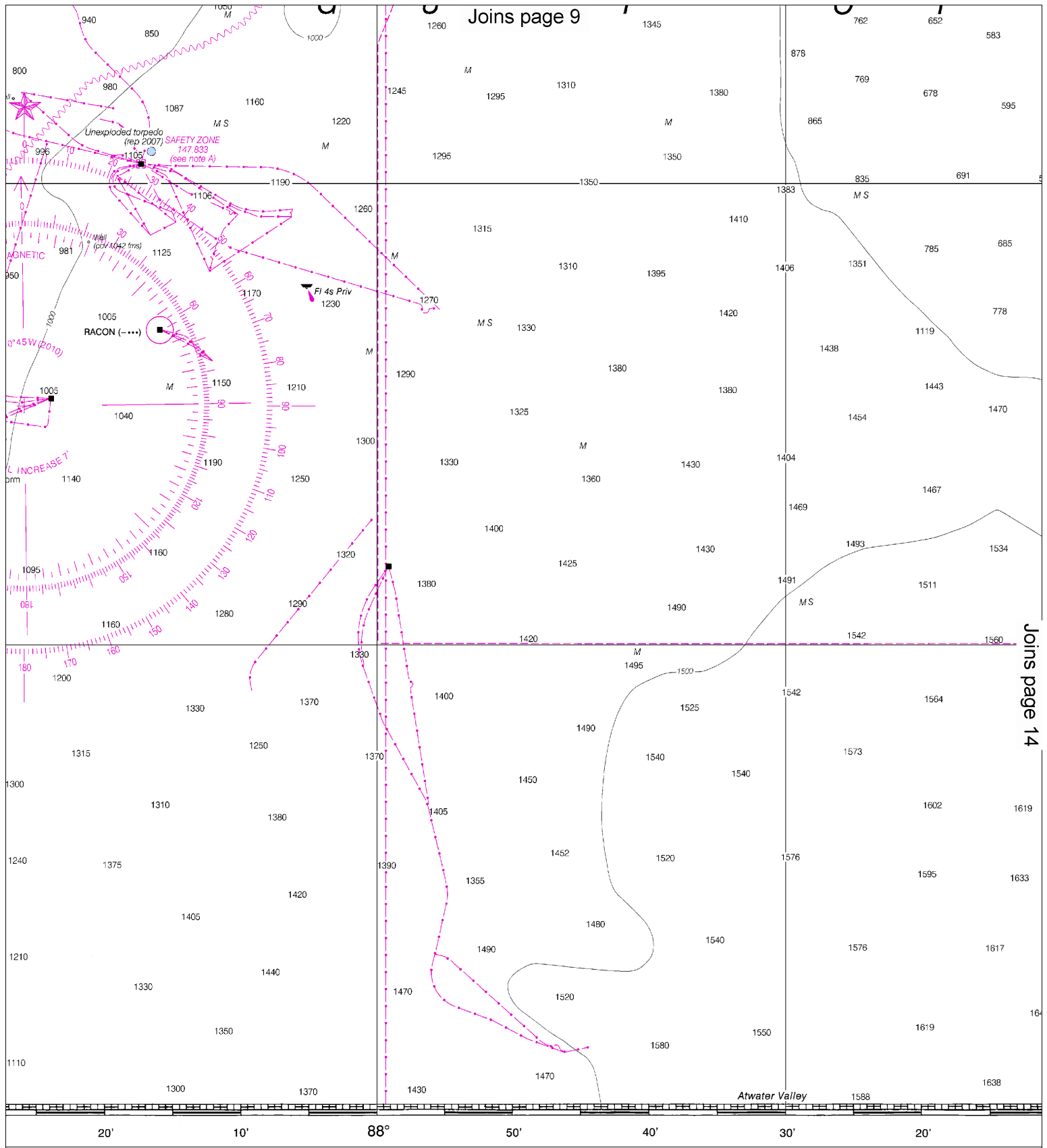
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0613 2/5/2013,
 NGA Weekly Notice to Mariners: 0713 2/16/2013,
 Canadian Coast Guard Notice to Mariners: n/a.



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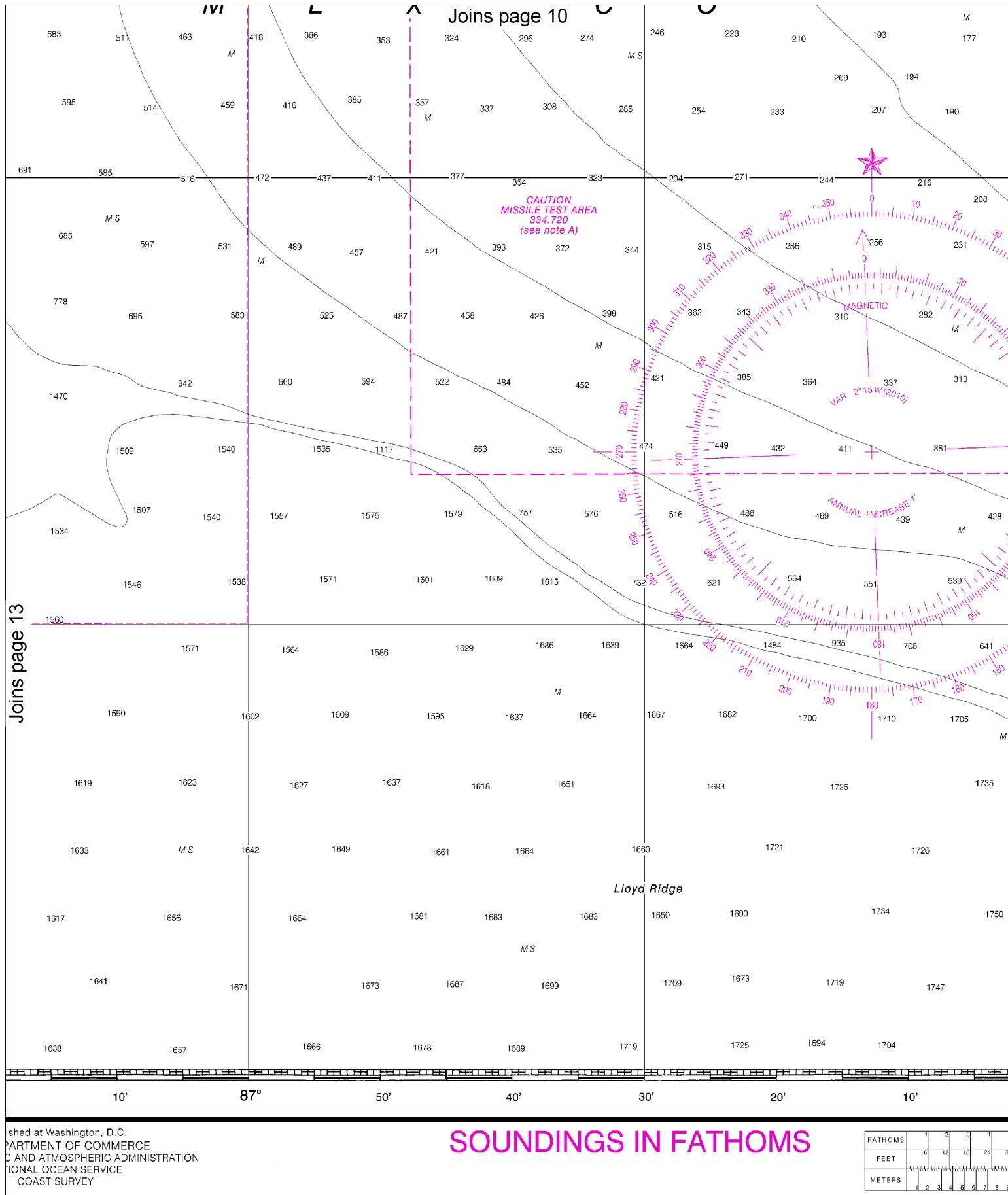
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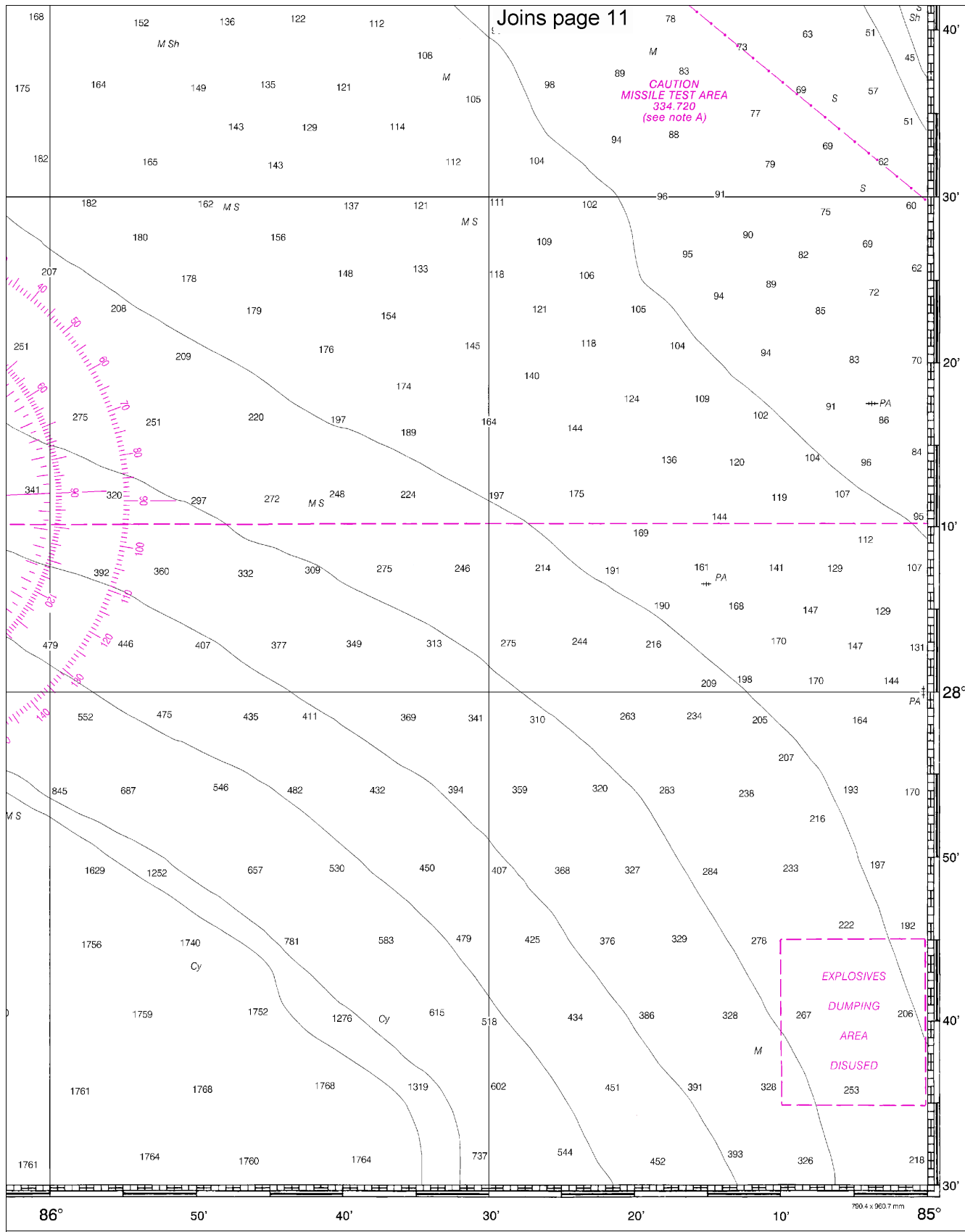




This nautical chart has been designed to promote safe navigation. The National Oceanic and Atmospheric Administration encourages users to submit corrections, additions, or comments for this chart to the Chief, Marine Chart Division (N/CS2), National Oceanic and Atmospheric Administration, Silver Spring, Maryland 20910-3282.

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NATIONAL OCEAN SURVEY
SILVER SPRING, MARYLAND 20910-3282





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50	36	42	48	54	60	66	72	78	84	90	96	102
9	10	11	12	13	14	15	16	17	18	19	20	21
22	23	24	25	26	27	28	29	30	31			

Cape St George to Mississippi Passes
SOUNDINGS IN FATHOMS - SCALE 1:456,394

11360



NSN 7642014010104
NGA REFERENCE NO. 11ACO11360



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker